

SIO Shipyard Representative Bi-Weekly Progress Report		
Project: AGOR 28	Contract No.: N00014-12-C-0305	Shipyard: Dakota Creek Industries
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1. Meetings:
 - i. Attended weekly conference call
2. The following Shipyard Question Submittals were reviewed and commented on:
No questions this reporting period.
3. Logistics:
 - i. Continuing to work on initial outfitting lists for Sally Ride.
 - ii. Working on NS5 Hierarchy
4. Operator Concerns:
 - **Acoustic Tiles & MLV** – No additional tiles have been removed this reporting period. DCI has no plans to remove any more per USCG. No indication as to what sound treatment will be placed in the engine room bilge or on the winch room deck. Delta-DT has been mentioned as an alternative but at this late stage, it will be difficult to apply and seal in the bilge area. **Of note**, USCG has instructed to Washington State Ferries to remove MLV from two of their vessels within three years or at their next docking. These are passenger vessels so hopefully R/V's and OSV's will not be next.
 - **Sally Ride Quad-Zero MLV** - Mostly complete. The port and starboard sides of the lower engine room still have sections of bare acoustic tile that require thermal insulation and Quad-Zero
 - **Main Deck Noise Levels, Sally Ride** – No indication as of yet what is being done to correct this issue.
 - **Shore Power Control** – The change has been completed on Armstrong and it is now possible to transfer to and from shore power at the 480-volt switchboard. This is to be demoed tomorrow. Work is in progress on Ride.
 - Main Crane Towing & Coring Crutch – Testing revealed that the crutch system is not workable.

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5. Sally Ride Progress:

- Deck Machinery Hydraulic Piping – Flushing and pressure testing has been completed. Hydraulic hoses are being fabricated and installed. The Stern Frame hoses pictured below have anti-chaffing covers. A removable cover has been fabricated and will be installed over the hose runs to prevent tripping and damage.



- Siemens AIS400 IO Testing - 35 of 40 pages completed. Waiting for Kongsberg and other vendors to complete the rest.
- Potable Water Tanks – Fill lines flushed and witnessed for cleanliness. Both tanks cleaned and inspected. Some paint issues were noted in both tanks. The starboard tank had an uncoated ferrous pipe collar and a small holiday. The port tank had several uncoated ferrous pipe fixtures and a holiday on the bottom. All of these were corrected and rechecked.
- Cable Runs – Resistance reading taken and recorded on several cable runs. Resistance testing is 99% complete.
- Side Handling Devices – Both devices were lifted and bolted into place.



- Propulsion – Siemens was on board to begin the tuning and commissioning of Ride's propulsors.
 - Both propellers have been coupled to their motors. The motors were run up to full speed with no pitch. The shaft roller bearing caps were allowed to self-align prior to their bolts being torqued.
 - The bow thruster was briefly tested to 100%. White-Gil was in attendance.
 - The tunnel thruster was briefly tested to 50% power.



- Outfitting –
 - Dielectric Tiles laid in Computer Lab and ET Shop with protective covering applied after completion.



- Pilot House – Work continues on the installation of NIBS equipment, with an emphasis on the wire runs between the mast and the PH so that the false overhead can be completed.



6. Call-outs:

Sally Ride:

Hydraulic Line Flushing

Potable Water Fill Flushing

Potable Water Tank Closeout

Resistance Readings

IAS IO Testing